





NOTICES.

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Principal features: Small Premium Liberal Surrender Value,  
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is the question of FURNISHING. It is just as perplexing, just as difficult,  
this question of furnishing your home. We shall be glad to serve  
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Complete stock. Best terms.  
Immediate delivery.  
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**THE NEW REMEDY FOR  
THERAPY N°1  
THERAPY N°2  
THERAPY N°3**

ST. ANDREW

REPORT OF HONGKONG SOCIETY.

The report of the Committee of the Hongkong St. Andrew's Society, for presentation at the thirty-ninth annual general meeting, to be held at the City Hall on Thursday, at 5.30 p.m., states—  
The balance at credit of the Society now stands at H.K. \$4,367.17 to which must be added the sum of Straits \$6,926.91 at our credit with the Hongkong and South China War Savings Association, as against H.K. \$3,342.64 and Straits \$6,926.91 respectively last year. The sum of £21,443 12s. 2d., raised by the Heather Day Celebration in 1918, and, as mentioned in the last report, sent to Sir Charles Addis, was on 5th February, together with interest accrued, allocated as follows: To the Royal Infirmary, Edinburgh, £11,048 17s. 1d. and to the Royal Infirmary, Glasgow, £11,048 7s. 1d. In both cases a ward has been endowed and a suitable tablet, commemorating the Society's gift, erected. A dinner to celebrate the birth of Robert Burns was held on Saturday, the 24th January, the 25th being a Sunday, when a very enjoyable evening was spent. The sum of £7.00 was expended during the year in assisting a distressed Scotsman. Your Committee deeply regret to record the death of two Past Presidents: Mr. C. H. Ross (1911-12) and Mr. A. G. Gordon (1916-17). Eighty-two new Members joined the Society during the year and it is hoped members will continue to give their assistance by bringing forward new names. The Accounts have been audited by Mr. R. Bruce, to whom our thanks are due.

G. M. YOUNG,  
President.

General Account.  
1918-19 1919-20

To Balance carried forward from last year	\$2,107.44	\$3,342.64
To Subscriptions collected	515.00	1,058.30
To Donations	270.00	25.00
To Interest on Current Account	33.69	142.64
To Interest on Straits War Loans	135.21	202.90
Hongkong	4,111.34	\$5,271.48

By Charities	\$ 150.00	\$ 7.00
By Disbursements	113.70	397.51
By Balance in Current Account with Hongkong and Shanghai Banking Corporation at 31.8.20	3,342.64	4,867.17
Hongkong	\$4,111.34	\$5,271.48

Deposit Account.	
To War Loan Investment Trust of Malaya 6 per cent.	\$ 197.29
To Straits Settlement War Loan 5 1/2 per cent. (1923)	\$ 203.62
To Straits Settlement War Loan 6 per cent. Conversion Loan, repayable 15 Nov., 1929	6,526.00
Straits	\$6,926.91
By Balance	\$6,926.91
Straits	\$6,926.91

Ball Account.	
To Subscriptions	\$7,062.44
Hongkong	\$7,062.44

By Cloak Room Committee	\$ 49.10
By Card Room Committee	273.05
By Practice Dances	800.85
By Dance and Music Committee	874.06
By Invitation Committee	110.00
By Decoration Committee	356.15
By Supper and Wine Committee	4,652.48
By Police Department and Sundries	46.75
Hongkong	\$7,062.44

PLAYING "NAP" ON A GRAVESTONE.	
John Roberts and Alfred Underwood, two colliers, were each fined 12s. 6d. at Colville Police Court recently for gambling with cards. A police-constable said that he saw defendants in Whitwick churchyard playing nap on a gravestone. This had happened so often that the vicar and churchwardens had complained.	

EARLIER TELEGRAMS.

THE IRISH TROUBLE.

London, Oct. 8.  
The Government is seriously considering the Irish railways problem, arising from the men's refusal for the past three months to handle troops, police and munitions. The railways are still controlled by the State, the same as in England, and the withdrawal of the subsidy is declared possible. It would create an acute situation throughout the country. Recently many important branch lines have been closed, while yesterday a train from Londonderry was cancelled owing to the refusal of the firemen and guard to work while six armed men occupied the compartment. It is pointed out that a situation in which the Government is not allowed to use the railways which it subsidises for its most vital purposes cannot continue.

While there was a slight decrease in the number of serious political crimes in Ireland for the week ended 5th Oct., attacks on the forces of the crown increased according to Dublin Castle. Eight policemen were killed and eight wounded, compared with 10 killed and 7 wounded in the previous week. Attacks on the police increased from eight to twenty-two. Seventy-two courts-martial were held, and there were 50 convictions and 22 acquittals. Official details of the attack on the police at Feakle, East Clare, show that a sergeant and five constables were proceeding in couples at intervals of twenty yards when fire was opened on them from the upper windows of the Post Office and an adjoining house, also from the other side of the road. The constabulary were thus caught in a triangular fire. One constable was killed outright. The sergeant died an hour later. Another constable, severely wounded, was dragged to safety by the half-section. Both opened fire on the attackers. The last pair also opened fire, after finding cover, and the four finally reached barracks under an harassing fire the whole way. The bodies of the dead were recovered later, though their rifles and accoutrements were missing.

Viscount Grey, in a further communication to the Westminster Gazette, replies to Mr. Asquith's letter suggesting that the naval powers as those conceded to other Dominions, and only be qualified in practice owing to the geographical position of Ireland. Viscount Grey further feels that Ireland can no longer be regarded as "a trust," adding that it is a failure. He considers the truest way to fulfil the trust to Ireland is to wind up British management of purely Irish affairs.

TRANS-ATLANTIC AIR LINES.

London, Oct. 8.  
It is reliably stated that following on the visit of the President of the Zeppelin Company to New York, the financing of a Europe-America airship service is assured. The first two specially built commercial Zeppelins will be ready for freight carrying across the Atlantic early in the new year. They are described as air-liners capable of carrying five hundred persons. The initial fares are expected to range from £100 to £150, but later are expected to be lowered to £60. The Zeppelin Company are of opinion that with a big air liner, with reasonable patronage, the fare should not much exceed the first-class steamship rate. Furthermore the flight from London to New York should be forty-eight hours.

Germany's belief in the future international commercial possibilities of giant airships is evidenced by the fact that the German Government, through the Zeppelin Airship Company, has requested permission of the Inter-Allied Commission on Air Control in Germany to construct two giant airships for use in international trade between the United States and Germany. The request, according to advices received in official circles here, has been temporarily refused.

PREMIER'S DEFENCE OF COALITION.

London, Oct. 8.  
Mr. Lloyd George addressed between four and five thousand people at Llandudno, at a meeting of the Welsh National Liberal Council. The Premier was given a magnificent reception. In the course of a long speech the Premier defended the Coalition as the only possible form of government, and he aroused his audience to enthusiasm with a picturesque description of himself as standing on the bridge of the ship of state through much bad weather, which had bleached his hair. "We are not yet out of the danger zone. There are still breakers on the horizon, and I see gallant ships like Russia dismantled in the trough of the waves. Don't send anyone down until the ship is safe. Despite all the misrepresentations and revellings I will do my duty to the end, God helping me."

MOTOR ACCIDENT.

Brussels, Oct. 8.  
In a shocking street accident two Englishwomen, wives of delegates attending the International Financial Conference, were knocked down by a motor car furiously driven, while their husbands were attending the official reception. One was killed outright, and the other is in very critical condition. Their names are not forthcoming. The victims of the motor accident are not wives of British delegates but secretaries to the League of Nations employed at the Conference.

GERMAN-AMERICAN SHIPPING AGREEMENT.

Washington, Oct. 6.  
Admiral Benson, chairman of the Shipping Board, stated that the Shipping Board never formally sanctioned the agreement between the American Ship Commerce Corporation and the Hamburg Amerika Line, involving American ships operating on former German trade routes. He stated that while he personally endorsed the agreement, which he was convinced was in the best interests of the American merchant marine, action by the Shipping Board must await the appointment of a full Board of seven members.

1 ALIAN STRIKES.

Milan, Oct. 6.  
Owing to the fulfilment of the Rome agreement, a lighting strike broke out in the electricity works. Workmen occupied the factories. The tram, lighting and water services are interrupted.

PIG IRON AND STEEL.

Paris, Oct. 8.  
Owing to the Government's timely measures to provide comparatively cheap fuel for industrial purposes, prices on pig-iron and various steel products have dropped twenty per cent.

EXPORT TRADE CREDITS.

Brussels, Oct. 7.  
The Conference's financial section has unanimously adopted a motion by its President, the French delegate M. Collier, to recommend to the Council of the Society of Nations the adoption of a plan for extension of the insurance system, covering the credits of those engaged in the export trade.—Havas.

NOTICES.

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FOR PRIVATE CAR OWNERS  
THIS IS OUR NEW SPECIALITY.  
CARS GARAGED in TOWN - \$30 per month.  
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THESE PRICES INCLUDE CLEANING AND  
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33 & 35, Des Vaux Road Central,  
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EARLIER TELEGRAMS.

BRITISH PRISONERS IN RUSSIA.

London, Oct. 7.  
Reuter learns that the Soviet Government's reply to Viscount Curzon's note of the 6th is wholly satisfactory. While it does not give an undertaking to abstain from propaganda, it agrees to repatriate all British prisoners in Russia in exchange for Russian prisoners in the hands of Britain, but it claims that the prisoners at Baku are outside its jurisdiction and declares its willingness to send a representative to Tiflis to urge the Azerbaijan Government to release them. It proposes that Britain should also send a representative thither. The reply is not regarded as final, and it is understood that a further British note will be despatched.

London, Oct. 8.  
The text of Lord Curzon's note to the Soviet is now published. The note, which is dated 1st October, points out that the Soviet Government has flagrantly violated the conditions whereunder Britain was prepared to resume trade, and is still engaged in anti-British propaganda, and its actions in the Caucasus, Persia, Central Asia and Afghanistan are openly and directly anti-British. The note insists on the release of all British prisoners without further delay, and concludes, "We have given an undertaking to which we shall scrupulously adhere. We shall not assist hostile action against the Soviet, but unless by 10th October we have definite evidence of the conditions laid down as regards release of prisoners being complied with, we shall take whatever action we consider necessary to secure their release." M. Krasin, in his reply on behalf of the Soviet Government, makes the customary charges that the British Government is still assisting the enemies of Russia, particularly Poland, and points out that a number of Russians are still detained in Egypt, Persia and other places. He goes on to declare that the Soviet is ready to return all British prisoners still in Russia, and will offer its friendly services as regards prisoners at Baku, as it is unable to impose any instructions upon the Azerbaijan Government on condition that the British Government release all Russian prisoners in territory under the control of the British Government.

THE TRUTH ABOUT RUSSIA.

Milan, Oct. 8.  
The report of the Italian Labour Mission to Russia is an impressive and significant document, coming from men originally pro-revolutionists. It severely criticises the Bolshevik regime and declares the peasants may be better off simply because Bolshevism in the countryside has failed to become supreme; but the workmen in the towns are worse off than before the revolution. The cities have fallen into moral and material misery. The Government is incapable of supplying the minimum of indispensable necessities. Speculation is rampant and all industrial and commercial organisation destroyed. Bureaucracy has enormously increased. It is useless to cherish illusions as regards exports from Russia, because all transport is disorganised. The Communists number only 600,000 out of a population of 60,000,000, but the former are masters of the political and economic regime. The capitalist regime has been destroyed, but nothing has been substituted.

THE FINANCIAL CONFERENCE.

Brussels, Oct. 8.  
The reports of four committees of the International Financial Conference dealing with international trade, international credits, currency and exchange, and finance have been presented to the Conference, which adopted them unanimously. The reports overlap considerably, but the most important, that of currency exchange, declines to recommend the stabilisation of the value of gold and doubts whether any such attempt will succeed. It considers that neither an international currency nor an international unit of account will serve any useful purpose and regards artificial control of exchange operations as futile. Other reports strongly emphasise the necessity of all Governments restricting expenditure to the limits of revenue and imposing taxation to meet their deficits. A plan is also devised enabling states to facilitate the obtaining of commercial credits by their nationals.

SOUTH SLESVIG'S RETURN.

Copenhagen, Oct. 8.  
Exceptional ceremony marked the opening of the new Rigsdag by the King. Being the first session since the incorporation of South Slesvig in Denmark. His Majesty, bidding welcome to the reunion of the provinces, said that every Dane had long awaited that day. He thanked the Powers for repairing the injustice of 1864 and referred with special satisfaction to the continuance of co-operation with Norway and Sweden.

LATE CROWN PRINCESS'S FUND.

Stockholm, Oct. 7.  
There was a solemn ceremony at the side of the late Crown Princess's coffin, which was covered with flowers, when the Crown Princess Margaret Memorial Fund, exceeding seventy-eight thousand pounds sterling, was handed to the Crown Prince. The Crown Prince, who was deeply moved, said the Fund would be devoted to charitable and social purposes.  
(Continued on page 4.)



## NOTICES

## SONGS YOU HAVE NOT HEARD

ALGIERS

CHINA MOON

CONRADE O'MINE

BY A WINDOW IN BAGDAD

SWEETHEART BLUES

WAY DOWN BARCELONA WAY

SALLY THE VILLAGE VAMP

SILVER WATER

YOUR WONDERFUL EYES

WHEN GOD GAVE YOU TO ME

MY SWEETIE'S SMILE

MOONLIGHT IN MANDALAY

KEEP IN TOUCH WITH US FOR ALL THE LATEST HITS

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OF YOUR PIANOby having AN EXPERT do your tuning  
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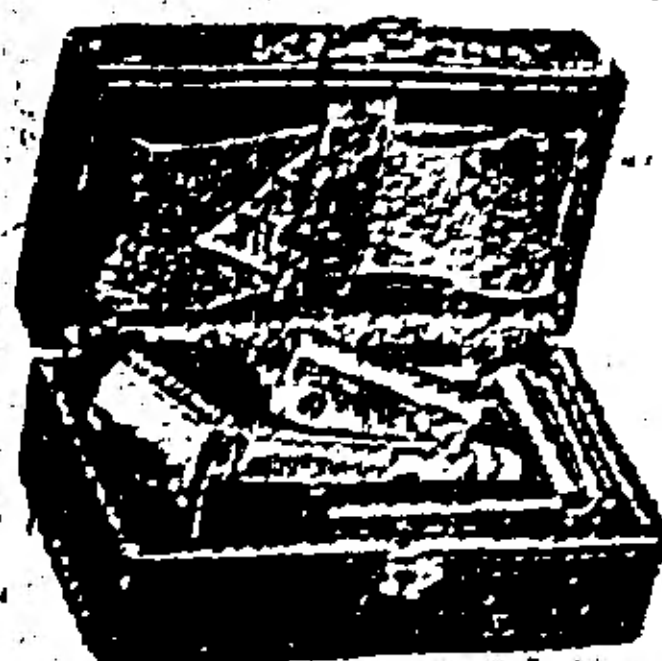
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SAVE MONEY

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SAFETY

UNIQUE AS A PRESENT.

INSPECTION OF OUR

VARIED STOCK

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THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

## LENIN'S WORLD PLOT.

## DANGER TO THE WEST.

Dr. Harold Williams writes in the Times:—The Bolsheviks have greatly increased their prestige outside Russia during the last few months. The new Power that has arisen in the East out of the wreck and ruin of the war is attracting the puzzled attention of war-weary peoples and Governments.

Lenin has every reason to congratulate himself on his success. Four years ago the head of a tiny coterie in La Carouge, the home of revolutionary exiles in Geneva, he now finds the Governments of Europe, the victors and the vanquished, watching his movements with respect not unmingled with fear; scanning his wireless with eager interest; trying to solve the difficult problem of establishing regular relations with him and with his unprecedented form of government.

Italy has established friendly relations and has begun to trade with him. Czechoslovakia is interested, and is making friendly overtures. A Bolshevik envoy has taken up his residence in Berlin, and Dr. Simons, the German Foreign Minister, declares that it is absurd to stigmatize the members of the Soviet Government as criminals. It is not impossible, indeed, that a treaty has been concluded between the Governments of Moscow and Berlin. And—the most remarkable fact of all—Lenin's envoys are received in England with an interest and an attention more marked than that accorded to the representatives of any foreign Power. There is a pressing demand in many quarters for peace with Russia, the establishment of normal trade relations, and the recognition of the Soviet Government.

It is not that the Bolshevik doctrine in its extreme form is accepted for the moment by any but a small body of extremists. The average practical man certainly does not like what he knows of Bolshevism, and is just a little afraid of it. But an atmosphere favourable to Bolshevism has been created in many circles that reject Lenin's doctrine and would resent the idea of his system being established in England. These very circles ardently support Lenin at every stage of those difficult and complicated international negotiations that are preparing for him a triumphant march into Western Europe.

That in this process those small nationalities, whose independence a short time ago was one of the chief articles of their creed, will inevitably be sacrificed, is apparently not a consideration that seriously troubles their sense of consistency. They are in the power of an emotion that makes them regard every thing that the Bolsheviks do in international politics as right, and everything that their opponents do as wrong. Lenin's battles are being fought for him by Governments which he openly defies and insults, and by Liberals, Labour Leaders, and Socialists on whose persons and whose policy he pours continual scorn. This "Piper of Moscow" plays a wonderful tune that makes a most motley crowd dance down the broad way, whose end he triumphantly and contemptuously foretells.

A WORLD REVOLUTION. For this sinister figure who is now becoming a controlling force in European politics makes no secret of his plans. Vladimir Ulianoff, the son of a Volga schoolmaster, has, for the last 25 years, thought and studied and worked, and is now working with unexpected resources and prestige, to bring about a world revolution. The idea is, of course, incredible and absurd. But three years ago the idea that Lenin would attain the position he has now attained seemed hardly less credible and hardly less absurd. He has succeeded so far beyond all expectation. Is it possible that his successes will develop till his goal is reached? President Wilson's programme has failed. An intractable Europe has refused to submit to the Fourteen Points. Is it possible that it is Lenin after all who has guessed the secret of the historical process in which we are involved, and that the new world that is to come after the war will be moulded after his fantastic conceptions?

It is time to determine our attitude to this question, which is really the one important question at issue. What primarily matters is not whether Russia possesses burning corn-bins or whether Poland was right or wrong in the various stages of her conflict with the Soviets. The only thing that really matters now is whether Lenin will suc-

## EARLIER TELEGRAMS.

(Continued from page 2.)

## BRITISH TRADE.

London, Oct. 8.  
The Board of Trade returns for September record another notable increase in exports, and the lowest total of imports since last November. The exports totalled £117,500,000, an increase of £51,000,000 compared with September, 1919. Imports totalled £182,500,000 an increase of £4,000,000. The exports of cotton yarns and manufactures registered an advance of nearly £20,000,000 and those of woollen and worsted yarns and manufactures £3,500,000.

## NEW BRITISH LOAN.

London, Oct. 10.  
The "Times" states that the prospectus is being issued of a new British loan, nominally of £15,000,000 at three per cent. for local loans. The stock will be issued at fifty. It is for housing and other purposes.

## CANADIAN TANKER EXPLODES.

New York, Oct. 7.  
A disastrous explosion has occurred on board the Canadian tanker G. R. Crowe while dry-docked at Brooklyn. Ten workmen are reported killed and twenty badly burned were rescued by firemen, wearing gas-masks. One man miraculously escaped. He was blown over sixty feet away and dropped uninjured on top of a shed.

## CANADIAN WHEAT YIELD.

London, Oct. 8.  
The "Times" correspondent at Toronto says that Canada never had a better year agriculturally. The wheat yield is estimated at 239,000,000 bushels, compared with 193,000,000 last year.

## THE AMERICAN CENSUS.

New York, Oct. 8.  
The official census of the population of the United States shows 105,500,000, an increase of over 14 per cent. compared with the last census.

## AMERICA AND MEXICO.

Washington, Oct. 6.  
Senator Calderon, Mexican High Commissioner at Washington, has resigned and is returning to Mexico City. It is stated, owing to his failure to accomplish his mission, namely settlement of all American-Mexican differences.

## THE NEW CONSORTIUM.

New York, Oct. 6.  
It is announced that the International Consortium for financial and economic assistance to China will be perfected at a conference of British, French, Japanese and American delegates here beginning on 11th Oct., following the return of Mr. T. W. Lamont from the Far East.

## S. RIGGS TRAIN SMASH.

Venice, Oct. 8.  
A serious railway accident, involving the deaths of at least twenty-three passengers, and a number severely injured, occurred on a bridge spanning a lagoon. The train from Venice to Bologna ran into the rear of a train going to Milan.

## ALLEGED SHIPPING FRAUDS.

New York, Oct. 6.  
Victor S. Fox and William H. Kaiser, respectively Treasurer and President of several steamship companies which took over a number of Shipping Board vessels, have been indicted on a charge of conspiracy to defraud the Shipping Board by false accounts.

## PRESIDENT WILSON'S LEADERSHIP.

Washington, Oct. 9.  
The Federal Council of Churches of Christ of America, representing most of the Protestant denominations, have presented their Chaplain's Medal to President Wilson as an expression of appreciation of his services in leadership in the world, and bringing to the world the ideals embodied in the League of Nations.

## THE PORTUGUESE STRIKES.

London, Oct. 7.  
The Portuguese Legation in London states that the reports of strikes in Portugal are exaggerated. A telegram from Portugal dated the 6th has been received at the Legation, and it merely refers to a partial railway strike on the Companhia Portuguesa. It says the bulk of the employees are remaining at their posts, many trains are running, and order is undisturbed.

## FRANCE AND GERMANY.

Paris, Oct. 8.  
Official confirmation concerning the reported direct Franco-German negotiations as regards reparations are not yet forthcoming. An official communique declares that for the moment direct negotiations are confined to technical questions as regards exports and imports, and none respecting reparations is at present envisaged.

ceeded in plunging Europe into a series of civil and international wars in his efforts to bring about a universal revolution and to establish in a world, just come to a consciousness of its unity, the dictatorship of the proletariat.

The divisions of Europe, the incoherence of opinion in every country, the absorption of petty parties in minor issues, favour the development of the Bolshevik plan. Bolshevism is no longer a Russian phenomenon, and, indeed, it has never professed and was never intended to be simply Russian. Russia has passed through the bitter experience. She knows to the remotest wave of her struggling consciousness what Bolshevism is, and her condition may be a warning or an example to the rest of the world. Bolshevism has come out definitely into the international arena, and immed-

(Continued on Page 5.)

## NOTICES.

## LANE, CRAWFORD &amp; Co.

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BEST LOCKS

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IT IS EASIER FOR THE BURGLAR  
TO BREAK THE DOOR  
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NEW PATTERN

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in our own laboratory from ingredients suggested  
by eminent medical authorities

NASALENE

Put up in two forms:—Ointment and Spray.

These preparations we can thoroughly recommend as a  
prophylactic in INFLUENZA being easy and simple in use.

Ointment in pots or tubes	... 60 cents.
Sprays Solution	... \$1.00 each.
Sprays for Solution	... \$2.50 each.

A. S. WATSON &amp; CO., LTD.

Manufacturing Chemists, Hongkong.

## FRENCH LESSONS.

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COCOA NUT OIL SHAMPOO

ALSO SELECTION OF HAT DYES

THE COLONIAL DISPENSARY

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## FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

DWARF  
IN SIZEGIGANTIC  
IN CAPACITY

Two working parts only.

Entirely British.

Stock Carried.

SOLE AGENTS

UNION ENGINEERING CO., LTD.

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## CRICKET.

## INTERPORT TRIAL MATCH.

Teams captained by Mr. W.C.D. Turner and Mr. R. Hancock played an interport trial match on Saturday on the H.K.C.C. ground. The ground was on the soft side, and this was a factor in favour of the bowlers. There was not a great deal of good cricket seen, Turner's XI failing to make anything like a stand, all being dismissed for 58. Only two of the team reached double figures. Hancock's team did better, mainly due to the batting of Pearce, Davies, Stalker and Hancock, knocking up 147 in all. Scores:—

MR. TURNER'S TEAM.  
G.R. Sayer, c Pearce b Davies 1  
A.A. Rumbach, c and b Harris 11  
F.J. de Rome, c Pearce b Reid 1  
B.D. Evans, b Reid 1  
W.D. Wilson, run out 1  
Capt. Oliver, c Pearce b Spinks 1  
W.C.D. Turner, not out 10  
A.F. Wood, b Harris 6  
C. Blake, run out 1  
Lt. Col. Bowen, run out 1  
Lt. Hammond, st. Pearce 1  
b Bird 1

Extras 1  
Total 58

Bowling analysis—  
Bird 6 1 1 1  
Davies 4 1 1 1  
Reid 6 2 1 1  
Spinks 6 1 1 1  
Harris 5 2 1 1  
Stalker 4 1 1 1

MR. HANCOCK'S TEAM.  
Capt. Spinks, b W. Hammond 1  
Capt. Gray, c Edwards 1  
Hammond 1  
E.L. Braga, c Hammond 1  
b Rumbach 1  
Mr. Bagnall, c Wood 1  
b Edwards 1  
Capt. Davies, c Edwards 1  
b de Rome 1  
T. E. Pearce, retired 1  
R. Hancock, c Edwards 1  
b Evans 1  
K. R. Macaskill, c Brown 1  
b Hammond 1  
J. A. Stalker, c Edwards 1  
b Sayer 1  
E. B. Reid, c Evans 1  
b Sayer 1  
R. E. O'Driscoll, b Bowen 1  
Extras 1  
Total 117

Bowling analysis—  
Rumbach 11 2 1 1  
Hammond 11 2 1 1  
Evans 8 1 1 1  
Edwards 20 1 1 1  
de Rome 1 1 1 1  
O'Driscoll 1 1 1 1  
Sayer 3 1 1 1  
Brown 3 1 1 1

## LADY M.P. AS ATHLETE.

## LEAP WHICH AMAZED BOY SCOUTS.

Lady Astor, M.P., accomplished an amazing feat recently at the Washington Inn, the well-known hospitality centre for Americans in St. James's-square, London. She was a guest at a reception to the American Branch of the International Boy Scouts' Jamboree, and had been given "three cheers and a tiger," as well as having the song "Way Down in Ole Virginia" (Virginia is her native State), played in her honour.

Her ladyship was leaving the inn, escorted by members of the committee, when it was found that the big side gate in the six-foot fence was locked.

"You will have to go round," said a member of the committee, but Lady Astor exclaimed: "I will now teach you how to vault or climb over a fence in case we have another war."

Gathering her skirts together she leaped lightly and cleared the gate, a feat of which any of the youthful Scouts present would have been proud. The approving howl that went up from those present was heard all over the neighbourhood.

The 300 American Boy Scouts attending the Jamboree were entertained to dinner, and Lady Astor urged them not to lend themselves when they went back to partisan efforts perpetuating bitter feelings between Britain and the U.S.A. If the Anglo-Saxon races stuck together, she declared, we should set up a high standard that all the world would have to follow.

## A NEW WORLD-STATE.

## MR. H. G. WELLS' WAY TO PEACE.

Speaking at the History Summer School at Birmingham on "An Apology for Utopians," Mr. H. G. Wells said the Utopian method was the method of planning. Every architect before starting to build had a Utopian vision in his mind. Utopias had often been sneered at by the so-called practical men who only recently sneered at motor-cars, aeroplanes, and submarines. To meet this prejudice old writers of Utopias had often said their Utopias were in a distant island or planet. In a sense Utopias were treason to the things that are and to the people that are.

The new Utopias were plans for new worlds. Early Socialists, Mr. Wells continued, were entirely Utopian. They made their appeal to the creative impulse in man. He regarded the failure of the Soviet Government to establish Socialism as due to their non-Utopian methods. They came into power with a doctrine instead of a vision. He thought Russia would ultimately fall back into a State largely made up of peasant proprietors with its industry recognised by foreign capitalists.

The Marxists could not overcome the fact that when the men in control got control they became different from the people they ruled over. When the war came on state-men's views were shown to be inadequate. They had no world Utopia ready. What the world now needed if civilisation was to be saved was a Federal World State. The idea of a League of Nations was not big enough. Europeans, said Mr. Wells, tended to rely politically on American support, and he showed that the situation in America is entirely different. The idea of a world State was rendered necessary by the rapid growth of means of communication and this involved a complete change of political life.

The main air routes of the future were overland routes, whereas the British Empire was an ocean Empire. In the future it would be impossible to protect our sea routes against submarines and aircraft, and if we tried to connect by air we had to go over foreign States. The great new problem of air transport might be strangled by the present ridiculously restricted State frontiers. He often found it impossible to convey to an American how impossible European boundaries are. If an American wanted to go from New York to St. Louis he got in a train and went, but if we wanted to go from London to Warsaw we had to get passports, be examined at frontiers, change our money, re-book and suffer many inconveniences. Then it was as difficult to get back. Even then one had not travelled as far as from New York to St. Louis. The countries he would travel through from London to Warsaw were no bigger than Texas. Therefore if one spoke of France as a nation one wanted a different name for the United States. This caused the Americans to have totally different political ideas.

The idea of a League of Nations was all right for America but too small for Europe. The European situation was more intense as Europe was saturated by narrow patriotism. We must stop talking of British people, French people, and German people, and think only of civilisation or civilisation would perish. Nationalism and aggressive patriotism must be attacked and the idea of one supreme ruling State taught. The new State must be heir to all.

An international mind was needed. A European State alone was not enough. The idea had to be got into the minds of Indians, Arabs, and other Easterns. This could be done. Means of propaganda were infinitely greater than ever before. As an example of how ideas can be spread he instanced the spread of Christianity and Islam. If ideas could be spread much more rapidly now all the great religions at bottom were international and could not sanction State divisions although they might tolerate them.

## THE PORT OF LONDON.

## NEED OF A GREAT REPAIRING YARD.

Obviously, a great port should be adequately equipped with ship and engine-repairing establishments, but in this respect the Port of London has for long been behind the times, writes the shipping correspondent of the London Observer. The port of London Authority has various dry docks and some small establishments and along the Thames there are a few firms engaged in ship repair work. But since the Thames ironworks closed down, and Messrs. Yarrow moved to Scotstoun, London port has been sadly wanting an establishment such as there are at Southampton, on the Mersey, on the Clyde, in the Bristol Channel, and on the North-East coast, which could handle the big repair jobs, which are of common occurrence. For example, a big American ship hit a mine off Gravesend. She was beached and patched, and then sent over to Rotterdam to be repaired. Price had nothing to do with that particular job. She went to the Dutch repair yard because there was no other yard handy to the Thames where she could get attention. Similar cases have occurred since. The need of London for a repair establishment on a large scale has been urgent. Lord Devonport's administration of the P.L.A. has been one of ever-increasing efficiency, but, as he remarked in a recent speech, the vast increase in costs during and since the war must necessarily curtail the Authority's plans of expansion and effective operation.

The extension of Lord Pirrie's activities to London is in part a result of this, but it is also a neutral move. The average size of vessels entering London was steadily increasing before the war and since the Armistice this tendency has been maintained. The Observer pointed out some months ago that as a result, the ports on the south coast and the port of London would continue to develop at the expense of their Mersey and Clyde rivals. Though they do not come to London Bridge, there are some big liners trading regularly to the river which need repairing, overhauling, and surveying just as much as their smaller sisters. The Cunard, the R.M.S.P., the P. and O., the Orient Line, the Bibby, the White Star are a few of the great British liner companies operating out of London. Then there are the big foreigners, notably the Atlantic Transport, the N. Y. K. and some of the Dutch lines, which use the port regularly. So, simply as normal expansion, it is not surprising that Harland and Wolff should add London to their list of branches, which already include Glasgow, Greenock, Liverpool and Southampton.

In repair work, Harland and Wolff are as eminent as in shipbuilding, for the Southampton establishment and the London one is to be on similar lines—is a purely repair plant. So, indeed, is the Liverpool one, which during the war was the repair base for the Tenth Cruiser squadron. What these yards can do in repair work may be judged from the fact that in the four and a half years of the war 550 naval vessels and 2,000 merchant ships passed through the Liverpool yard, and at Southampton 4,000 vessels were handled.

The establishment of a repair yard at London does not mean the operation of some floating workshops along the river, the actual work being done in the P.L.A. docks. Lord Pirrie's plans are much more comprehensive than that would indicate. They include the laying out of an establishment with the most modern plant and machinery, with fitting-out wharves and docks, capable of handling expeditiously the biggest jobs. There will be the necessary equipment of cranes to take heavy boats; fitting, turning, and machine shops, boiler and plating shops, iron and brass foundries, smithy, and, in fact, everything requisite for repair and refit work to hull, deck, engine, and passenger departments.

This means a great deal to London. Not least of all it

## You can depend

upon receiving prompt and courteous service when you place your order with The Queen's Dispensary for Drugs and Pharmaceuticals.

You can also depend upon our prices being the lowest, consistent with quality, which is our first care.

## QUEEN'S DISPENSARY

Harper & Co., Ltd.

Tel. 402.

St. George's Building.

## NOTICE OF FIRM.

MR. HENRY BIRKETT has this day been admitted as a partner in this firm.

MOXON AND TAYLOR.  
Hongkong, 8th October, 1920.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Saturday the 10th October 1920, commencing at 11.30 a.m. at their Sales Rooms, Duddell Street:

A Consignment of Fur Stoles and Muffs

Russian White and Brown fox, Russian squirrel, Stone Marten, Black and Brown Lynx etc. etc. (On view from Thursday the 14th inst.)

Terms: Cash on delivery.  
LAMMERT BROS.  
Auctioneers.

## THE CEYLON REFORM SCHEME.

## PROTEST FROM THE NATIONAL CONGRESS.

Home papers have received the following cable from the Committee of the Ceylon National Congress, Colombo:—The Ceylon National Congress Committee deplores the persistence of the Colonial Office in its crude and reactionary scheme. Already unhappy effects of a deep resentment against the Colonial Office are seen in a policy of non-co-operation with the Government and also in the advocacy of a transfer of Ceylon to the India Office. Colonial America's declaration in Parliament that the new Council would be on the model of the Indian Viceroy's Upper Chamber is essentially incorrect. The Ceylon Council is to have no elected members only out of a total of 34, with the Governor as president.

While adhering to the Congress demands and rejecting the afore-said model, we ask (1) for a substantial elected majority and an elected Speaker; (2) for non-curialment of the existing rights of Council and non-engagement of the Governor's power; (3) for the committee of the Ceylon scheme to the Indian Reforms Parliamentary Committee for report. An extraordinary session of the Ceylon National Congress has been called for September 10.

means employment for a large number of men. It also means more business being attracted to the Thames. Liner companies prefer as a terminal a port with adequate repair facilities. The progress of Southampton is a case in point. It is said that imported labour is to be used. This our contemporary considers is not correct. To begin with none of the Harland and Wolff establishments can spare labour. There is plenty of labour to be got in London, and the settlement of shipyard wages on a national basis has done away with the old disability of Thames which, because of the high wages, killed the old Thames ironworks and drove Sir Alfred Yarrow to the Clyde. Skilled labour does not mean what it meant before the war either. The war taught that skill is very largely common sense, care, and following directions closely. The move may mean eventually the revival of shipbuilding on the Thames.

## HELENA MAY INSTITUTE.

## AFTERNOON CLASSES.

## NOVEMBER AND DECEMBER.

5.30 p.m. Monday.—Cooking.  
Tuesday.—Socials and Popular Lectures.  
Wednesday.—Religious Meetings.  
Thursday.—Sick Nursing.  
Friday.—Needlework & Chinese.

Morning Classes.  
Wednesday, 10.30, French.  
Thursday, 10.30, Reading Circle.  
Friday, 10.30, Needlework.

Meetings and Popular Lectures.  
Nov. 2.—Lecture to Children.  
9.—Tea Dance.  
16.—Lecture to Adults.  
23.—Musical Afternoon.  
30.—Lecture to Adults.  
Dec. 7.—Tea Dance.  
14.—Lecture to Children.  
21.—Musical Afternoon.

## NOTICE.

## INDO CHINA STEAM NAVIGATION CO., LTD.

DIVIDEND NOTICE.  
Shareholders are hereby notified that Dividend Warrants are now ready and can be had, on application, at the offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., on and after Saturday the 9th October, 1920.

By order of the Board.  
JARDINE, MATHESON & CO., LTD.  
General Managers.  
Hongkong, 8th October, 1920.

## THE CHINA SPECIE BANK LTD.

## HEAD OFFICE:

St. George's Building, Hongkong.  
Chairman of Board of Directors  
Mr. Wong Shiu Ham  
Chief Manager—Mr. L. S. Holum  
Asst. Manager—Mr. K. T. Wong  
Foreign exchange and general banking business transacted.  
Current, Savings, and Fixed deposits bear interest at rates 2, 4, and 5% respectively.  
L. S. HOLUM,  
Chief Manager

## FOR SALE.

Very valuable leasehold property known as "Fairlyland" No. 155 Barker Road. Immediate occupation can be given: 6 roomed house, commodious cool quarters, tennis court and garden attached. Further particulars apply.  
DEACON, LOOKER, DEACON & HARSTON,  
Solicitors for the Vendor,  
1, Des Voeux Road Central, HONGKONG.

## MEETINGS FOR THE DEEPENING OF THE SPIRITUAL LIFE.

WILL BE HELD IN  
ST. ANDREW'S CHURCH,  
KOWLOON.

October 10th to 13th.  
Speaker: Rev. W. H. GRIFFITH THOMAS, M.A., D.D.  
October 11, Monday.  
" 12, Tuesday.  
" 13, Wednesday.  
A Special Meeting for Men will be held in the Church Hall on Tuesday at 9 p.m.

A cordial invitation is extended to Christian friends of all denominations.

## NEW ADVERTISEMENTS.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 14th Oct. 1920, commencing at 2.30 p.m. at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture

Comprising:—  
Blackwood chairs, 'teapots, tables, flower stands & stools, tapestry covered couch & easy chairs, card table, writing tables, ornaments, pictures, brass fender & fire brasse, carpets, rugs etc. etc.

Teak extension dining table and chairs, teak sideboard with bevelled mirror, teak dinner wagon, occasional tables, teak overmantel, electric table fans etc. etc.

Double & single brass mounted iron & teak bedsteads teak dressing table, washstand, chest of drawers, toilet set etc. etc.

## Also

1 12-bore Sporting Gun  
1 16-bore Sporting Gun  
1 Motor Bicycle  
On view from Wednesday, the 13th, inst.  
Catalogue will be issued.  
Terms: Cash on delivery.

LAMMERT BROS.  
Auctioneers.

## FOR SALE.

Very Valuable Chinese Porcelain and Curios

Comprising:—  
2 Very fine Celadon Vases, Sung.  
2 Very fine 3 coloured Jars, Sung.  
1 Pair Very fine Porcelain Vases, Sung.  
1 Pair Very fine Wood Carvings, Ming.  
2 Very fine Stone Statues, Har.  
1 Very fine Blue & white vase, Ming.  
1 Very fine 2-coloured Jar, Sung.  
1 Very fine Celadon Jar, Sung.  
1 Very fine Porcelain Ornament, Sung.  
1 Very fine 2-coloured Jar, Ming.  
1 Very fine Blue & white Vase with peach bloom decorations, Yungching.  
1 Very fine porcelain jar, Sung.  
1 Very fine Celadon Jar, Sung.  
1 Very fine Celadon Bowl, Sung.  
1 Very fine Pottery ornament, Sung.  
1 Very fine Powder Blue Vase with 5-coloured decorations, Kanghi.

N.B.—The above may be viewed between 9 a.m. to 5 p.m. at Messrs. LAMMERT BROS. No. 3 Duddell Street.

## FOR SALE.

MILNER'S SALES

APPLY TO

LAMMERT BROS.  
Duddell Street.

## FOR SALE.

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened, at 10 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P. I. in 1885. Length 121 feet. Beam 17 feet 10 inches. Mean draft 7 ft. Displacement when in commission 243 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

## WANTED.

WANTED.—Englishman with 13 years' experience in Shipping, Correspondence and general office work, seeks position with Mercantile firm. No objection to outposts. Please reply to Box 434 c/o "Hongkong Telegraph."

WANTED.—Britisher arriving in the Colony on or about the 8th instant desires board and residence; Hongkong side preferred. Address replies to Box 433 c/o "Hongkong Telegraph."

## FOR SALE.

"BITION" (137 Peak) Plantation Road with Tennis Court. Total area 34,000 sq. ft. Greater part level ground available for additional building without encroaching on tennis court. Possession of land can be had immediately, house next spring. Apply JOHNSON STOKES & MASTER, Priuce's Building.

FOR SALE.—Two Lancashire Boilers, length 23 feet, diameter of furnaces (two) 3 feet. Working pressure 100 lbs per sq. inch. Constructed by Messrs Lindsay, Burnett & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler. Apply Butterfield & Swire, Hongkong.

## LESSONS IN CHINESE.

MR. LI HUI FAY, a Chinese graduate, who has been a teacher in European schools and is now in Hongkong, has a good method of teaching Chinese to those who are unable to read or write Chinese. He has a good knowledge of the Chinese language and is a native speaker. Those who intend learning the Chinese language are requested to write to him at No. 1, Road, Central Building.

## NOTICE.

## REPULSE BAY HOTEL.

WEDNESDAY, OCTOBER 13th.  
SATURDAY, OCTOBER 16th.  
CABARET DINNER DANCE.

Mdme. S. Belikovitch, Ballerina of the Warsaw Opera House, will appear in a number of Classic Dances.

Assisted by  
Mr. PAUL GREY  
Famous Russian Baritone.

## NOTICE.

KOWLOON CANTON RAILWAY.  
The Public is hereby notified that the trains at present advertised to leave Canton at 7.30 a.m. and Kowloon at 2.15 p.m. are cancelled until further notice.

By Order,  
H. P. WINSLOW,  
Manager.  
Kowloon, 9th October, 1920.

## NOTICE.

THE HONGKONG TUTORIAL & EDUCATIONAL INSTITUTE

43, Bonham Road.  
Opposite the University  
Tel. No. 732. P.O. Box, 593.  
Principal

JOHN P. JONES, B.Sc., M.E. Min.  
The Institute affords Special Preparation (Class and Private) Day and Evening (Oral and Correspondence) for University Matriculation and Degree Examinations.  
New Session has now commenced.  
Tutorial Classes are being conducted in English, Mathematics, Trigonometry, Mechanics, Physics, Chemistry, History, Geography, Latin and French, for Hongkong University July Examinations.  
Private tuition can also be had in these subjects.  
Prospectus on application.

## MUSTARD &amp; CO.

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## DALTON - ADDING - LISTING - CALCULATING - MACHINE

ALMOST human in its capabilities; MORE than human in its accuracy.

TEN KEYS ONLY

Operation as Simple as a Typewriter. Demonstrations given on request.

Machines put out on trial, free of charge.

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AND MACAO.



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

## LONDON SERVICE

(Direct)  
 "HELENUS" 9th October London & Rotterdam.  
 "KEENUN" 12th October London, Amsterdam & Hamburg  
 "TEIRESIAS" 21st October London, Amsterdam & Antwerp  
 "ELPENOR" 16th Nov. London, Rotterdam & Antwerp  
 "ATREUS" 23rd Nov. London, Amsterdam & Hamburg

## LIVERPOOL SERVICE

(Direct or via Continental Ports)  
 "EURYPYLUS" 9th October Havre, Rotterdam & Liverpool  
 "TITAN" 11th October Genoa, M'les, L'pool & Glasgow  
 "PELEUS" 26th October Genoa, Liverpool & Glasgow  
 "TELAMON" 2nd Nov. Liverpool.

## PACIFIC SERVICE

(via Kobe and Yokohama)  
 "TEUCER" 20th October } Victoria, Seattle and Vancouver  
 "IXION" 15th Nov. }  
 "TALITHYBIUS" 7th Dec. }

## NEW YORK SERVICE

(via Suez or Panama)  
 "TYDEUS" via Panama 24th November.  
 "STENTOR" 13th October for London direct  
 "TEIRESIAS" 21st October for London direct  
 "IDOMENEUS" 1st November for Liverpool via Marseilles  
 "PYRRHUS" 21st December for London direct

For Freight and all Information Apply to

BUTTERFIELD &amp; SWIRE AGENTS.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE and STRAITS.

THE Company's Steamship

"KAMAKURA MARU."

having arrived from the above ports. Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 15th October, 1920, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 11th October, 1920.

## NOTICE TO CONSIGNEES.

USAKA SHOEN KAISHA.

From TACOMA via JAPAN PORTS &amp; SHANGHAI.

The Company's Steamship

"MANILA MARU"

having arrived from the above ports. Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 15th inst. will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOEN KAISHA. Y. YASUDA.

Manager.

Hongkong, 10th October, 1920.

## W. S. BAILEY &amp; CO., LTD.

ENGINEERS &amp; SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for  
 "KELVIN MOTORS."  
 Motors from 12 B.H.P. to 50 B.H.P. now in stock also spare parts.

Works ... Tel. K21.  
 Manager ... K329.  
 Secretary ... K369.  
 Harbour Engineer ... K28.  
 Telegrams "SEYBOURNE."

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

THE STEAMSHIP

"AFRICA"

From TRIESTE, VENICE, PORT SAID, COLOMBO, PENANG & SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. or they will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 18th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO., LTD.

Agents.

Hongkong, 5th October, 1920.

## NOTICE TO CONSIGNEES.

The Steamship

"SAMARANG MARU"

From JAPAN

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 25th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO., LTD.

Agents.

Hongkong, 11th October, 1920.

## WATER RETURN.

Level and Storage of water in Reservoirs on Oct. 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50

## STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50
Titan	51.50	51.50

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of Sept.

	1919	1920
Consumption	21.50	21.50
Consumption	21.50	21.50
Consumption	21.50	21.50
Consumption	21.50	21.50
Consumption	21.50	21.50
Consumption	21.50	21.50
Consumption	21.50	21.50
Consumption	21.50	21.50
Consumption	21.50	21.50
Consumption	21.50	21.50

## KOWLOON WATERWORKS LEVEL.

	1919	1920
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50

## STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50
Kowloon	51.50	51.50

The Government Analyst's reports show that the water is of excellent quality.

## UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:

Brandenburg Turkowshi, from Vladivostok.

3774, 5314, 0914, 5795, 1630, 4760, 8347, 7655, 2312, 7300, from Shanghai.

Ngimkwee Kongsat, Wellington, Street, from Amoy.

Knabex, from Shanghai.

Mrs. Robert Ward, c/o Police, from Shanghai.

Seimaishio, from Kobe.

Gimmoh, from Amoy.

Kwanfuchuen, from Kobe.

Poreau, from Kobe.

Kawastel, from Tokio.

Morel Kahn, Hongkong Hotel, from Kobe.

Taifuyoko Sangeun, from Bingofuchu.

Leung Chung Chiu, from Yokohama.

5191, 2402, 6733, from Amoy.

George Robinson Hongkong Hotel, from Yokohama.

Tack Cheung, from Shanghai.

Pestre, from Yokohama.

N. LEED.

Act. Superintendent

Hongkong, Oct. 7, 1920.

## EASTERN EXTENSION AUSTRAL-ASIA &amp; CHINA TELEGRAPH CO.

Artart, from Montreal.

Barthelmei Maison Bravayre, from Portofino.

Captain Mugg Sailors House, from Singapore.

Dunee Seamen's Institute, from Wellereden.

Kaiserhut, from Seattle.

Stratton, King Edward Hotel, from Luton.

T. E. WINFIELD.

Superintendent.

Hongkong, Oct. 7, 1920.

## SHIPPING.

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### MARRIAGE.

**ROZARIO-BISHOP.**—On October 9th, 1920, at the Cathedral of the Immaculate Conception, Hongkong, Heli F. Rozario of Messrs. Noronha and Co. to Miss Bertha Robertina Bishop (Shanghai) and Manila papers please copy.

## The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 11, 1920.

### EUROPEAN PEACE.

With the reported signing of an armistice between Poland and Soviet Russia one might well ask whether we are at last in sight of a complete European peace. The news of the armistice, which came through by cable on Friday, seems to have attracted hardly the amount of public notice that it deserves. It is over six years ago since the peace of Europe was broken—a peace that had lasted, apart from annoying outbreaks in the ever troublesome Balkans, since Germany imposed harsh terms upon defeated France after the Franco-Prussian war of 1871. Germany then gained a decisive victory over a country that had but recently been divided against itself, and it was perhaps the result of that victory that planted in the minds of German officials their disastrous dreams of "Welt politik." Those dreams led them into a very real disaster and Europe has been through the travail of a titanic war, that is only now just closing.

The Russo-Polish struggle has been a sordid business. We have all blamed Poland for ever beginning it, and we have all blamed the Soviet leaders in Russia for the prosecution of a political policy that was pernicious enough to carry active opposition. With the aid of Allied co-operation Poland has no. only thrown back the Russian armies that were threatening her capital, but she has inflicted a series of defeats that has brought Russia to the acceptance of Poland's own terms. What those terms actually are we have so far received but incomplete information. We do know that Poland's boundaries have provisionally been defined on more generous lines than were laid down under the former treaty, and it is certain that the political independence and ethnographical integrity of Poland are assured. It was this that the Allies were so keen on maintaining. With the gaining of their point will they now let Russia alone? That is a point which the immediate future must see settled. Britain and Italy seem to be in favour of opening trade negotiations, but France has hitherto been careful not to commit herself in any way and on more than one occasion indications have been given that France will not be a partner to any relations with Russia until the present regime promise to honour all Tzarist Russia's international financial obligations. That is a big demand to make, but we think that there will eventually be modifications on either side.

Look at the position how one will, there can be no other conclusion than that peace in Europe is a dire necessity for the general welfare of all peoples. For the sake of production of much-needed commodities, for the sake of free intercourse between peoples, and for the sake of the re-establishment of trust and confidence throughout the world, peace is the crying need of the hour. Six years of modern warfare has been long enough to prove that wars do not pay. They impoverish and destroy, they set up antagonisms and hatreds that are diametrically opposed to the welfare of the human race. Russia, since the anti-Tzarist revolution, has been a storm centre all to itself, and the liberated masses have assimilated a political doctrine that has caused the leaders of all the great civilised countries of the world to look with apprehension at the spread of it. We are not going to discuss Bolshevism here, but we must support the stand taken by Mr. Lloyd George and other prominent Allied leaders that a country has the right to have whatever political system its people see fit. We wouldn't let Russia dictate to Poland as to the nature of Poland's Government and we have no right to dictate to Russia. So long as Soviet Russia does not attempt to spread disaffection among the peoples of other nations, there is no sane reason why she should not be allowed to enter the concert of nations. The adoption of political creeds and policies is never ahead of their day. It might just be that Russia is already ripe for a Soviet system, but until the peoples of other nations are, there is little cause for fear. And there will then be no cause to fear the system. We are trying to show that there is no insurmountable obstacle in the way of world-wide peace. Nations may differ in their internal political complexion and yet be fit companions in an international assembly. Republics and Kingdoms are even now allied, and we must be prepared for an even broader toleration. Only the slow process of mental evolution together with man's experience will bring about the common acceptance of the ideal—whatever that may be found to be. Meanwhile, there must be a close association between nations in order to facilitate the coming of that ideal. If European peace is now established, let us try to cultivate a mind more open than has been ours in the past. That's the only road to a lasting peace.

### NOTES & COMMENTS.

#### LIGHTING-UP TIME.

The idea of the Police authorities in arranging for the publication every month of the official hours of sunset and sunrise (the information being supplied by the Observatory) is a good one, though we think the present plans could be easily improved upon. So far as we understand the situation, actual sunset is lighting-up time for cyclists and motorists in this Colony, though we will say this—that the Police as a rule allow considerable latitude and never think of "running in" a man who happens to be without a light say ten minutes after the sun has set. Generally, we believe, a quarter of an hour's grace is given. Of course, here in Hongkong we do not get anything like the amount of twilight that they do at Home, where lighting-up time is an hour later than sunset. But we think the position would be much better defined here if the Police fixed a specific time for lighting-up. They could use the information from the Observatory as a basis and then, after adding a sufficient time to suit local conditions, issue monthly in the *Gazette* the actual hour at which lamps must be lit. The newspapers could then easily publish lighting-up time every day for the guidance of those concerned. After all, that would only be a re-adaptation of an idea carried out during the war, when the beginning and ending of Official Nights were notified for the guidance of shipping people during the time that vessels were prohibited from moving about the harbour after dark.

#### RENT CONTROL.

Our correspondent "Dodo" scores a neat little point to-day when he sets out to prove that we already have Government control of rents in this Colony. It is true, as he says, that when rents are raised, the Government Assessor comes along and raises the assessment also, and that adjacent property is then similarly treated. That is Government control of rents, admittedly, but, unfortunately, it is control of the wrong kind—in the wrong direction. Now, we are not going to say that the Government wants to see high rents, for the mere sake of the increased tax receipts which they imply, but it is none the less a fact that the higher the rent, the more the money which goes into the Government coffers. That is a result of assessing property on rentals, a system which hits the tenant doubly hard, because every time his rent goes up, up go his taxes also. So that the landlord gets more, the Government gets more—and the tenant, where does he come in? Why, he pays more!

#### TIME TO ACT.

Now, on the general question of rent-control (we mean control with a view to keeping rentals down), we do think the time has come when the Government should step in. It is very many months ago that His Excellency threatened the creation of a Fair Rents Board. That threat has never materialised, but the more fact that it was uttered was sufficient to indicate that the Governor did not think the idea impracticable one. Neither is it, because if the Government can compute the percentage of profit allowed to firms borrowing money for building purposes, it can just as easily create the machinery with which to deal with house property in general. And the just landlord would have nothing to fear, provided that he got what the name of such a Board suggests—a fair rent; that is, fair to himself and to the tenant as well. So all that is needed is the will to erect the machinery and to put it into operation. We say the time has come to act because rents are still going higher. Unless something is done to check them, one of these days there may be a "rent strike" by tenants.

### BILLIARDS.

#### PALACE HOTEL HANDICAP.

Intending competitors for the above Handicap are reminded that the draw and handicapping take place this evening at 6 p.m. All competitors whose entrance fees have not been paid by then will be ruled out. The cup for first prize is undoubtedly one of the best that has ever been played for in Hongkong, and is well worthy of an effort to win. There are at present 37 entries and a committee of seven will meet to-night to handicap and draw. Play will commence on the 15th instant.

### DAY BY DAY.

JUST DO A THING! DON'T TALK ABOUT IT! THIS IS THE GREAT SECRET OF SUCCESS IN ALL ENTERPRISES.—*Sarah Grand.*

The prize day of the Hongkong Lawn Bowls League, fixed for Saturday, is postponed to next Saturday. The final of the open singles championship is being played at the Police greens 4 p.m. to-day.

A man was arrested by troops of the Army Headquarters of General Li Fook-lum and Ngai Hong-ping at Canton on October 7. The accused is being charged with putting mines in the Canton Harbour near Dutch Folly.

The following steamers have arrived over the week-end—*Loksang, Haiching, Dardanus, Bism, Armand Hehic, West Hepburn, Tamashima, Maru, Samarag, Maru, Kamakura Maru, Tobolsk, Loongsang, Yunnan, Hoibow, Tjilajan, Mokioke Maru, Hong Hwa.*

Accused of being a Kwongsi soldier, a Chinese from Yunnan was, under this pretext, made the victim of an assault and robbery by a number of coolies in Des Voeux Road yesterday. Personal property, jewellery and money to the extent of \$120 were stolen before one of the assailants was arrested by the Police.

Yesterday being the Harvest Festival, St. Peter's Church, Hongkong, was beautifully decorated by members of the Church with various seasonal fruits and vegetables. The Church presented a most picturesque appearance. Next Sunday, St. Andrew's Church, Kowloon, we are told, will be decorated in similar style.

The Chairman of the British Municipal Council at Shamen has announced that until further notice no merchandise, goods or valuables of any nature may be imported into Shamen without a Permit having been first obtained from the Municipal Council. Such Permits which will only be issued to cover bona fide property of residents, may be obtained at the Police Station between the hours of 9 a.m. and 6 p.m.

We hear that for some time past endeavours have been made by the proprietor of the Blue Bird Candy Store to secure that vacant plot of ground formerly occupied by the Victoria Theatre for the purpose of erecting a dancing cabaret on the American model. That such an enterprise will be popular as well as profitable the proprietor is certain, but his hopes will not meet with realisation for the present at least, as we hear that there is likely to be no such utilisation of this valuable plot of ground.

Inspector Spear, at the Police Court this morning, charged two Mexicans, Pedro C. R. Peres and Ernesto Gomez Gonzales, with being stowaways on the American steamer *Eastern Trader*. The accused pleaded guilty, and the Inspector stated that they were discovered by the officers of the vessel the day after she left Shanghai for Hongkong. The Chief Officer of the *Eastern Trader* informed the Magistrate that it had come to his knowledge that complications recently arose from the landing of the thirty-six stowaways at Woosung from the *Great Northern* and that, taking their guidance from this incident, the officers of the *Eastern Trader* had decided that the best course would be to bring the stowaways into Hongkong to be dealt with by the authorities here. The case was adjourned for reference to the Mexican Consul.

### MINERS WITH TWO JOBS.

The practice of night-shift miners at Boness undertaking day work at Grangemouth Docks, with only a few hours for rest, was criticised at the monthly meeting of the Boness Trade and Labour Council. It was pointed out that these men left the pits and went to the docks where they worked till 5 o'clock in the evening. The delegate who introduced the subject said that such conduct might have been tolerated in times when labour was scarce, but to-day there was no work enough to go round, and these miners were acting contrary to trade union principles. It was agreed to write to the miners' union concerned, with a view to stopping the practice.

### CURRENT COIN.

(BY "MERCATOR.")

With business in the state that it is at present, it is extremely difficult to make up an interesting causerie, and I am afraid that the present one will have to suffer owing to the lack of material. After all, it is not always possible to make bricks without straw. One wonders when conditions will improve. Many merchants are very pessimistic, and do not expect a turn in the tide for at least another eight months. Most mercantile offices locally are simply marking time, while a good few have embarked on a ruthless economy campaign, with the result that to-day there are more junior clerical hands seeking positions than we have witnessed during the past four years. It is reported that some American firms that have opened out in the Colony during the past year or so will close their businesses as Hongkong is not the Promised Land that their friends had pictured it to be. There is hardly a branch of business which can report any activity. There are no imports or exports to speak of. A low exchange rate now confers no benefits on trade, as the man-in-the-street imagines. In the ordinary course, it would be of benefit to the export trade, but as there is no demand for China products from consuming countries, there is hence no movement of such products.

It would be interesting to know whether a merchant can cancel a contract when shipment was made earlier than the stipulated month. A certain merchant contracted fifty cases of piece-goods for shipment during June-July equally. The goods were shipped during May, and the merchant submitted that the contract was null and void. The question is—Is he entitled to cancel the contract? The point at issue is really a legal one on which it is not possible for a layman to give a ruling. I believe there is a difference of opinion as to whether the contract could be cancelled under the circumstances.

The trouble in Canton has prevented a lot of goods going into that country. There is consequently congestion in the Colony, but thanks to the fact that arrivals have been on a very small scale during the past two months the situation has not become very aggravated. No flour has been exported from the Colony. Stocks of Shanghai flour are decreasing, whereas the Australian grade is practically non-stocked. I am told that the four wheat-producing States of Australia have decided to establish a compulsory States' wheat pool for the 1920-1921 crop on lines somewhat similar to the existing pool. In other words, the shipping of the surplus and the sales will be in the hands of a Central Board. American flour is steadily capturing the local market, and if the Australians do not look to their laurels the Hongkong market will be lost to them. American flour is cheaper than the Australian grade, and is just as good. If the American grade is allowed to capture the Hongkong market in the manner it has been doing, there will be an uphill work for the Australians to get back the slice that they have lost. On the other hand, there are fears that United States spring wheat crop will be further reduced, for the outlook is very poor in some sections.

In considering the world position of breadstuffs, and more particularly the position of wheat, there are some salient facts which must be carefully taken into account when making any estimates of the requirements of the consuming countries. Among the most important of these facts is the great and almost universal economy campaign, and in close connection with this the very free buying of maize and rye by Continental countries. Much of the maize will be for human food, and, of course, the rye will be used for bread-making. There is not yet sufficient data to give anything more than a general indication of the probable supplies and requirements of the coming season, or at best only approximate figures can be stated. Take a broad survey of the situation, and it may be observed that on the whole the wheat crops of the importing countries are better than last year, the difference in favour of this year being from ten to twelve million quarters. It is certain that the United

### LOCAL WEDDING.

ROZARIO-BISHOP.

A popular wedding in the Portuguese community was solemnised on Saturday last in the Cathedral of the Immaculate Conception between Mr. H. F. Rozario, of Messrs. Noronha and Co., and Miss Bertha Bishop, ward of Miss I. Bishop, of Campbell Moore and Co., Ltd. Both the bride and bridegroom are well known to a wide circle of acquaintances, and the large number of well-wishers who attended at the ceremony and the reception, subsequently held at the Catholic Union Club, spoke eloquently of the popularity of the happy couple.

The altar was specially decorated for the occasion. Mr. F. H. Summers escorted the bride to the strains of Mendelssohn's "March Fatale." Rev. Father Rignati acted as the organ. The bridegroom had for his best man Mr. E. J. Noronha, of Noronha and Co. Rev. Father Page officiated, and His Lordship Bishop Pozzoni was present during the ceremony. The bride was attended by two charming bridesmaids, Misses B. and H. Santos, whilst Miss H. Baleros accompanied as maid of honour. As the bridal pair were leaving the Church amid showers of congratulations, Rev. Father Rignati played Mendelssohn's "Wedding March."

The reception was held at the Catholic Union Club, which was tastefully decorated for the occasion by Mr. M. F. Baptista, to whom a tribute must be paid for his indefatigable efforts in this connection. A large bell of all-white flowers was suspended from the centre of the ceiling, and the letters "B" and "R" conspicuously placed on each side of the spacious hall were much admired. The bride's dress, of white georgette and trimmed with orange blossoms, was the work of Madame Leite of "La Favorita"; those of the bridesmaids were also from "La Favorita" and made of white silk with beaded trimmings. The bride's going-away dress was of blue crepe-de-chine. The honeymoon is to be spent in Macao.

Kingdom and the Continental countries have started the new season with good quantities of wheat afloat and ashore, and, of course, these are being made available for consumers in the current season.

With liberal quantities in hand and arriving, new crops being harvested and sufficient supplies in prospect, the general wheat position may be viewed with cheerfulness by consumers. In the 1920-1921 season it is estimated that the Australian wheat harvest will amount to a hundred million bushels. It is stated in the best advised circles that the crop will be good. Recently Australian flour had been offered to Hongkong at prices that were considerably higher than what we could secure elsewhere. The Australian Wheat Board, in releasing f.a.q. wheat to the Australian millers for manufacture into best roller flour for export to Hongkong, the Straits Settlements and South Africa fixed the price of 26/8 per cental, which brought the price of best roller flour in 93 lb. bags to 38/3 per cental c.i.f., and in 49 lb. calico bags to 24/ per cental, but at these prices no business could be done with Hongkong as the local market was being offered Australian flour from the Straits Settlements at prices considerably lower than Australian mills could quote. I hear that South Africa has purchased all this flour.

The Japanese appear to be the newest competitors in the rice trade of Burma. The whole rice trade of Burma is clamouring to have control made permanent so as to checkmate these enterprising people. Until the country in that country is lifted, the Japanese will have to regard the rice business as a speculation and not an investment. A lot of rice has been recently going from India to the Persian Gulf ports, which are absolutely dependent upon India for their maintenance. Although India imported five hundred thousand tons of rice from Burma since the beginning of this year, exports of rice from India proper have been practically stopped. Exports of rice from India normally amount to between 500,000 to 600,000 tons, but at the same time India generally imports 700,000 tons of rice from Burma. The reason for this is that certain countries prefer the better quality of Indian rice to Burma rice.

### TODAY'S MISCELLANY.

One cannot help thinking, says a Home paper, that there was a time when Mr. Lloyd George would have suffered many exhortations and rebukes for discussing the affairs of Europe with Signor Giolitti on a Sunday. The old dispensation made no exceptions in its Sabbatarianism, and no pretext of urgency or the public good was likely to be accepted as sufficient excuse. One of the most comical of correspondences of the kind was that between Disraeli and the incumbent of Hughenden on an occasion when Disraeli travelled to London on important affairs of State on a Sunday. The parson wrote a letter of protest, and accused the politician of setting a bad example as a squire. He received a sufficiently stinging reply, but he made good his point that travelling on a Sunday was allowable only in cases of special necessity. Gladstone needed no urging in such a matter, and was always regretful if State business interfered with his usual Sunday routine. Wilberforce was sadly disturbed when he heard that Fox was writing something which would reveal incidentally that Pitt had been gaming at White's on a Sunday. It is true that the sequel suggested that there were limitations to Wilberforce's zeal; for Fox, agreeing to delete the passage, added "Would you have taken so much pains if it had been I instead of Pitt?" Fox knew Wilberforce would not tell a lie, but the reformer excommunicated himself with "Oh, Mr. Fox, you are always so pleasant." Another Premier who met the Sabbatarian spirit was Palmerston when he had, against his will, to cancel the playing of the band in the parks on a Sunday.

It is reported that vicars are no longer looking for handsome curates and that the "strongly ugly face" is now much in request—which may be taken as a tribute to the success of the ugly man in the work. There are plenty of precedents, of course, and a curious list might be made of the ugly men who have succeeded, partly, perhaps, because the ugly man starts with no preconceived illusions as to the market value of a Greek profile. Even in novels and on the stage the strong ugly man has begun to come into his own, for if Thackeray did contrast sound, homely Dobbin with the worthless but handsome George Osborne, Ouida intervened and the handsome hero has had a long run. Wilkes, with his boast that he needed only half an hour's start against the best looking of men, would have been scorned by Talleyrand, who was ugly enough in all conscience but would have claimed no handicap. One cannot imagine Socrates or Johnson making any such claim for indulgence. No one would have pitted William of Orange against James Stuart for good looks, but "Caliban" won; and Luxembourg, the greatest captain of that age, was ugly and deformed.

In politics Gladstone's remark about multiplying the ugliness of two opponents as the final test of hideousness is well known. And the most successful lawyer and longest-lived Chancellor of this age makes no pretensions to personal beauty, nor did the late Lord Cotnam-Hardy, another great legal light. Nor, for that matter, did Brougham. Temple had neither good looks nor a sympathetic voice, but he climbed to the top. And if Lord Fisher did not imitate another admiral by proposing in these terms, "I'm the ugliest man in the service—will you marry me?" he was not handsome.

The London "Underground" Railway, which was recently granted official sanction to increase its fares, was the first of all railways to travel exclusively underground. It was opened for traffic on January 9, 1863, the terminus at that time being Farringdon Street Station, which a contemporary writer described as "a family vault on a large scale, with a series of hip-baths introduced into it diagonally for light and ventilation. The hip-baths are lined with glazed tiles, and, to keep the resemblance to their prototype, we find the leakage drained off at the lower end into a vessel something like a soap-dish. A dense fog filled the place when I was there, and as the people waiting for their trains were seen wandering up and down the platform, one might have imagined them ghosts of the great unweathed condemned to linger in sight of those lavatories they neglected in their mortal life."



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#### ADMIRAL TANG TING-KWANG IN OFFICE.

Dear Admiral Tang Ting-Kwang, formerly of Fayun, Kwangtung, formerly assumed the office of Military Governor of Kwangtung at noon, October 8. The ceremony commenced with the national anthem by the Orphanage Band, and Admiral Tang taking his place on the platform. Lee Chi Kwei, on behalf of the citizens, presented the new Tachun with a new seal of office. Admiral Tang accepting it with both hands, bowing as he did so. Having placed the seal on the table before him, he faced about and saluted the national flag amid the applause of all those who were present, including a representative from Mu Yung-bien. After the salute to the flag, Governor Tang exchanged formal greetings with the gathering by bowing twice to them, the latter returning the courtesy in like manner.

The representative citizens present delivered an address to Governor Tang, who replied that he would first make proper disposal of the superfluous troops now scattered in different parts of the province and then pay particular attention to the problem of reconstruction. He would bear the whole responsibility for peace and order in Kwangtung.

General Ngai Bong-ping and Mr. Wong Keng, on behalf of General Chen Chung-ming, the foremost leader of the Canton for the Cantonese movement, pledged the support of themselves and all Cantonese troops to the new Governor, both stating that their stand in the present crisis has been actuated by a desire to preserve the manhood of the Cantonese, to restore their right of self-government, to relieve the Cantonese of their military burdens and allied evils from militarism, and to prevent a war in Canton.

General Li Pook-lum, Commissioner of Defence of Kwangchow, was also at the ceremony with the principal officers of the Chinese Navy in Canton.

### CORRESPONDENCE.

To the Editor of the "Hong Kong Telegraph."

Sir—I see in your issue of last evening that "The Ferryman" has not yet discovered that the Government already controls the rents of this Colony. How many times have owners of houses had their rent raised because of some other owner in the vicinity having raised his rent, thereby raising the assessment value of his property, and the Assessor, taking advantage of this, immediately raises the tax of all the same class of houses in the vicinity? Has not "The Ferryman" known some in Kowloon who only recently have been treated in this way? Why so much quivering over a site for the boxing? What is the matter with Murray Battery ground? It is scarcely ever used by the R. G. A. and would form a splendid amphitheatre most suitable for this purpose. Perhaps Mr. Wildin will give the place a thought.

Thanking you for the use of so much of your valuable space. I enclose my card and remain,  
Yours etc., DODO.  
Hongkong, Oct. 9, 1920.

Government is able to pay the arrears due to them.

Eight regiments of Kwangsi troops arrived at Canton on the night of October 8. These troops were transported to Canton from Wuchow by way of Shuihung to Shikwan.

THE KOWLOON-CANTON RAILWAY. In order to prevent the reinforcement of Kwangsi troops for Mu Yung-bien, the Cantonese Army is attacking Yuntan with the intention of occupying the railway station there. The Commander-in-Chief at Pooa Tigris Fort is moving his troops against Shikwan.

LAYING MINES. A man was arrested by troops of General Li Pook-lum, and Ngai Bong-ping on October 7, and is charged with putting mines in the Canton Harbor near Dutch Folly.

The repairs of the gunboats Kong Goo and Kong Tai were completed on October 4 and 5, and they are now again in active service under the command of General Ngai Bong-ping. These gunboats were damaged when they were captured by the revolutionists some weeks ago.

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### SPEED THRILLS.

#### AVIATION FLIGHTS.

Major W. T. Blake writes to the Daily News:

Lord Londonderry and Major-General Sir F. Sykes arrived at Martlesham (last month) to witness the trials in the Air Ministry competition. Unfortunately the weather was cloudy, and no trials could be carried out before lunch.

In the evening the Ayro and Bristol machines attempted slow speed trials and the Vickers-Vimy did three of her tests. Captain Lockrell determined to do his high speed tests on ground level, and with ten passengers the huge machine circled over the course at over 100 miles per hour.

I have received many impressions of speed, but sitting inside an aero liner moving at twice the rate of an express train, so close to the ground that one could distinguish the separate fronds of the bracken with the tree tops above the machine, gave me a better idea of speed than contour chasing in any tiny aeroplane.

At the end of each lap we rose about 100 feet to make a turn dropping to 20 feet to cover the ground. As a contrast to this we rose to 4,000 feet and covered the course at less than 50 miles an hour. The machine seemed barely to move over the ground so far below.

This test accomplished, Capt. Cookrell locked the controls, and the Vimy floated on serenely without human guidance, moving in a wide circle for five minutes.

### HAVE YOU NEURASTHENIA?

A TROUBLE MUCH TOO COMMON.

Neurasthenia is a condition of exhaustion of the nervous system. The causes are varied. Continuous strain, mental and physical, without proper rest or holidays, without proper attention to diet and exercise, also worry over the struggle for existence, are the most causes. Excesses of any kind may produce it. Some diseases, like influenza, will cause it. So will a nervous shock, anxiety, or grief.

The symptoms of neurasthenia include over-sensitiveness, irritability, sleeplessness, weakness, with an absence of all energy, headaches, and often nausea. The treatment necessary is one of nutrition of the nerve cells, and as the nerves get their nourishment from the blood, the treatment must be directed towards building up the blood. Dr. Williams' pink pills act directly on the blood, and have proved of the greatest benefit in many cases of neurasthenia. A tendency to anaemia or bloodlessness, shown by most neurasthenic patients, is also corrected by the definite tonic properties of these pills.

In proof of this statement, two instances are quoted in one household. Interviewed recently at her home at 27, Westmore Street, Middlesbrough, England, Mrs. Charles Morton stated:

"Three years ago I suffered a great shock by the sudden death of my mother. My nerves were seriously affected, and at times I hardly knew what I was doing. I had severe headaches, and was subject to fits of depression. I was frightened at my own shadow and a knock at the door would startle me."

"I was in this highly nervous state for a long time, and began to think I should never get better, when I was recommended to try Dr. Williams' pink pills. Soon after commencing them there was a noticeable improvement. I enjoyed food and felt brighter."

"I kept on with the pills, and my nerves grew steady. I was no longer troubled with headaches or depression. I am now in better health than I have been for years."

Mrs. Morton's daughter-in-law here added her experience of Dr. Williams' pink pills. "Owing to shattered nerves as the result of air raids, I got completely run-down, and became so weak that I had to take to my bed. Doctors diagnosed my trouble as anaemia, but their medicines did not seem to do me good. Then I commenced Dr. Williams' pink pills, and they banished the anaemia, and made me fit and strong."

Restore strength to your nerves by beginning to-day Dr. Williams' pink pills for pale people. Sold by dealers everywhere. Or send \$1.50 for one bottle, or \$8 for six bottles, to Dr. Williams' Medicine Co., 96 Szechuen Road Shanghai.

FREE—A free book, "The Nerves and Their Needs," will be sent to you if you send a postcard request for a copy to the above address.

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Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 18

Passengers to Europe are strongly urged to determine the exact date of the Atlantic crossing desired prior to, and as far in advance as possible, their departure from the Orient. Trade conditions on the Atlantic are so congested as to make the Pacific Atlantic crossings to be arranged by letter or cable to all passengers in Europe. Through bills of lading from Montreal to Europe, London and America. Passage tickets covering all such international routes.

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KASHGAR	8,900	22nd Oct.	M'las, London & Antwerp.
NOVARA	8,900	12th Nov.	M'las, London & Antwerp.
NELLORE	6,850	26th Nov.	M'las, London & Antwerp.

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APCAR	4,600	13th Oct.	Calcutta via Singapore, Penang and Rangoon.
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**EASTERN & AUSTRALIAN SAILINGS (South)**

EASTERN	4,000	1st Nov.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
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**SAILINGS TO SHANGHAI & JAPAN.**

NOVARA	6,900	13th Oct.	Shanghai & Japan.
EASTERN	4,000	13th Oct.	Japan direct.
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
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Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.TAKADA MARU (Omitting Shanghai) Thurs., 14th Oct., at 11 a.m.  
NOYAMA MARU ..... Monday, 15th Nov., at 11 a.m.  
NOYOHASHI MARU ..... Friday, 26th Nov., at 11 a.m.  
PUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec., at 11 a.m.  
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.MISHIMA MARU ..... Monday, 18th Oct., at noon.  
SADO MARU ..... Friday, 29th Oct., at noon.  
HAMBURG, LONDON & ROTTERDAM via Suez.  
MARSEILLES & LIVERPOOL via S'pore, Cbo, Suez & Port Said.  
KAMAKURA MARU ..... Sunday, 21st November.SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.  
NIKKO MARU ..... Friday, 22nd Oct., at 11 a.m.  
AKI MARU ..... Wednesday, 17th Nov., at 11 a.m.NEW YORK via Suez.  
MORIOKA MARU ..... Tuesday, 12th October.  
SOUTH AMERICAN PORTS via Cape.  
TOSA MARU ..... Sailing from Singapore 17th October.BOMBAY & COLOMBO via Singapore.  
JINSHO MARU ..... Wednesday, 17th October.  
CALCUTTA & RANGOON via Singapore & Penang.  
KOTSU MARU ..... Sunday, 24th October.JAPAN PORTS—Nagasaki, Kobe & Yokohama.  
AKI MARU ..... Saturday, 16th Oct., at 11 a.m.  
SHANGHAI, KOBE & YOKOHAMA.HAKODATE MARU ..... Saturday, 16th October.  
INABA MARU ..... Thursday, 21st Oct., at 11 a.m.  
TENSIN MARU ..... Wednesday, 20th October.For further information apply to—**NIPPON YUSEN KAISHA.**  
Telephone Nos. 292 & 293. S. YASUDA, Manager.**JAVA-CHINA-JAPAN LIJN.**

Regular fortnightly service between

**JAVA, CHINA and JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	11th Oct.	16th Oct.	Saigon.
Tjibodas	Amoy	19th Oct.	25th Oct.	Java.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

**ALSO OPERATING****JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	1st Nov.	3rd Nov.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

**Java-China-Japan Lijn.**  
York Building.

Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK &amp; BOSTON

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**S.S. "MUNCASTER CASTLE"**

Sailing about middle November.

**LYDD TRIESTINO.**

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 6th November.

**BRINDISI, VENICE & TRIESTE.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG &amp; COLOMBO

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th November.

Passengers Luggage can be insured at the office of the Agent

**NANYO YUSEN KAISHA LTD.**

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For JAPAN S.S. "HOKUTO M." sailing on the 19th October.

S.S. "BORNEO M." sailing on the 30th October.

For JAVA S.S. "SAMARANG M." sailing on the 11th October

**OCEAN TRANSPORT CO., LTD.**

(TAITO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and APCAR Lines.

For Freight or Passage on any of the above Lines apply to—

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HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong	Leaves Hongkong
TAIYUAN	25th October	21st October

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 36.

Agents.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

**UNITED KINGDOM AND CONTINENT.**

For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS &amp; Co. Canton General Agents.

**LOS ANGELES PACIFIC NAVIGATION CO.**

TRANS PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

**HONGKONG**

TO

**LOS ANGELES, CALIFORNIA, U. S. A.**

Due Inwards	About	Sailing	About
S.S. VINITA	Oct. 18	S.S. VINITA	Oct. 21
S.S. WEST HIXTON	Nov. 1	S.S. WEST HIXTON	Nov. 4
S.S. WEST HIXA	Nov. 30	S.S. WEST HIXA	Dec. 2
S.S. WEST MONTOP	Dec. 1	S.S. WEST MONTOP	Dec. 4

Through Bills of Lading to all U.S. and CANADIAN OVERLAND PORTS. No transshipment en route.

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BRANCH OFFICE: KOW, SHANGHAI.

CHAS. E. RICHARDSON,

MARILA, SINGAPORE. General Agent for South China.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
SHANGHAI via Swatow	Kwongsang	Tues. 12th Oct. at 4 p.m.
SANDAKAN	Hinsang	Tues. 12th Oct. at noon.
HAIPHONG via Hoibow	Lotsang	Wed. 13th Oct. at 8 a.m.
TIENTSIN	Chishang	Thurs. 14th Oct. at 2 p.m.
STRAITS & Calcutta	Yalshang	Fri. 15th Oct. at 3 p.m.
MANILA	Longsang	Fri. 15th Oct. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light &amp; Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoibow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jessellon, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov. between Hongkong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

**CALCUTTA LINE.**

S.S. "YATSHING" will be despatched on or about Friday, 15th October, at 3 p.m. for S'PORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.**

CHINA NAVIGATION CO., LTD.

**SAILINGS SUBJECT TO ALTERATION.**

For	Steamers	To Sail
SHANGHAI	Hanyang	11th Oct. at 6 p.m.
SWATOW & BANGKOK	Chinhua	12th Oct. at 10 a.m.
HONGKONG	Chinhua	12th Oct. at 10 a.m.
AMOI, SHAI & PUKOW	Shantung	12th Oct. at 4 p.m.
SHANGHAI	Sinkiang	14th Oct. at noon.
SHANGHAI & TSINGTAO	Yingchow	16th Oct. at 4 p.m.
SWATOW & BANGKOK	Kanchow	19th Oct. at 10 a.m.
MANILA, CEBU & ILOILO	Taming	19th Oct. at noon.
AMOI, SHAI & PUKOW	Szechuen	19th Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wosung.

BANGKOK LINE.—Weekly service to and from Bangkok via S'low.

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**BUTTERFIELD & SWIRE.**

Telephone No. 36.

Agents.

Hongkong Oct. 11, 1920.

**DOUGLAS STEAMSHIP CO., LTD.**

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Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Haihung	A. H. Stewart	TUES. 12th Oct. at 2 p.m.
Haihong	W. C. Passmore	FRI. 15th Oct. at 2 p.m.
Haihong	J. S. Thomson	TUES. 19th Oct. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

**Douglas Laprak & Co.,**

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**PACIFIC SHIPPING.****NEW YORK DIRECT.**

Joint service of the

**"BLUE FUNNEL" LINE**

(Ocean S. S. Co., Ltd., &amp; Anglo Siam S. S. Co., Ltd.)

**AMERICAN & MANCHURIAN LINE**

(Ellerman &amp; Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via	24th Nov.
"TYDEUS"	via Panama	3rd Dec.
"CITY OF AGRA"	via Suez	24th Dec.
"BREMEN"	via Suez	24th Dec.

Calls at Boston.

Business proceed via Suez Canal, Panama Canal or Owners' option.

Subject to change without notice.

For Freight and Passage apply to

**BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.****HONGKONG & CANTON REISS & CO. CANTON.****MOVEMENTS OF STEAMERS.**

The N. Y. K. s.s. TSURUGA M., (Hamburg Line) left Rotterdam for this port via Suez on the 21st Sept. and is expected here on the 6th Nov.

The N. Y. K. s.s. KAMO M. (European Line) left London for this port via Suez, on the 20th Sept. and is expected here on the 25th Oct.

The N. Y. K. s.s. AKI MARU (Australian Line) left Sydney for Hongkong via ports on the 24th Sept. and is expected here on the 15th October.

The Robert Dollar Company's U.S.S.R. WEST IRA. (San Francisco Line) left San Francisco on September 12th, and is due in Hongkong October 16th.

The R. M. S. MONTEAGLE, left Vancouver for Hongkong via Japan ports, Shanghai on the 18th Sept. and is due here on or about the 15th October.

The N. Y. K. s.s. HAKODATE M. (Calcutta Line) left Calcutta for this port via Singapore on the 30th September and is expected here on the 15th October.

The N. Y. K. s.s. TENSIN M. (Bombay Line) left Bombay for this port via Singapore on the 1st October and is expected here on the 19th October.

The R. M. S. EMPRESS OF ASIA, arrived at Yokohama on 1st October, left there 2nd Oct. and is due at Vancouver on 11th October.

The E. Y. K. s.s. MORIOKA MARU (New York Line) left Moji for this port on the 6th Oct. and is expected here on the 11th Oct.

The N. Y. K. s.s. MISHIMA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 8th October and is expected here on the 17th Oct.

The Robert Dollar Company's U.S.S.R. CADARETTA, (Coast Service) left Saigon on October 8th and is due in Hongkong October 13th.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Calcutta for this port via Singapore on the 6th October and is expected here on the 23rd October.

The N. Y. K. s.s. IYO MARU (European Line) left London for this port via Suez on the 5th October and is expected here on the 14th November.

The TITAN (Blue Funnel Line) left Shanghai on 9th inst. for Marseilles, Genoa &amp; Liverpool via Hongkong. Vessel is due here on 12th inst. and will sail, as above, on 13th instant, at noon.

**EXCHANGE.**

(Opening Rate: closing Rate on Page 11.

9th October.

SELLING.

T/T Demand	4-1/4
30 d/s	4-1/4
60 d/s	4-1/4
4 m/s	4-1/4
T/T Shanghai	Nom.
T/T Singapore	173
T/T Japan	137
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco	70 1/2
(S. & New York)	
T/T Batavia	218
T/T Marks	Nom.
T/T France	10.50
Demand, Paris	—

**BUYING.**

4 m/s. L/C	4/24
4 m/s. D/P	4/24
6 m/s. L/C	4/3
30 d/s. Sydney and Melbourne	4/3 1/4
30 d/s. San Francisco & New York	72 1/2
4 m/s. Marks	Nom.
4 m/s. France	11.10
6 m/s. France	11.30
Demand, Germany	74 1/2
Demand, New York	Nom.
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
On Yokohama	139 1/4
Demand, Manila	155 Nom.
Demand, Singapore	178 1/4
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	51 1/2
Sovereign	4.80 Nom.
Gold leaf per Tael	36.40
Bar Silver, ready	—
Bar Silver, 3 months	—
Bank of England rates 7%	—
New York/London	—

**SUBSIDIARY COINS.**

H'kong 50 cts. pieces	51/10 d/s
10 "	51/5 d/s
5 "	51/0 d/s
Canton subcoins	51/5 d/s



# CAMERA NEWS



JACK DEMPSEY.

A recent photograph of the heavyweight champion.



WINS U. S. OPEN GOLF CHAMPIONSHIP.

Edward Ray, of the Oxley Golf Club of England, who won the U. S. Open Golf Championship at Toledo, Ohio, by a single stroke with the total of 295 for four rounds.



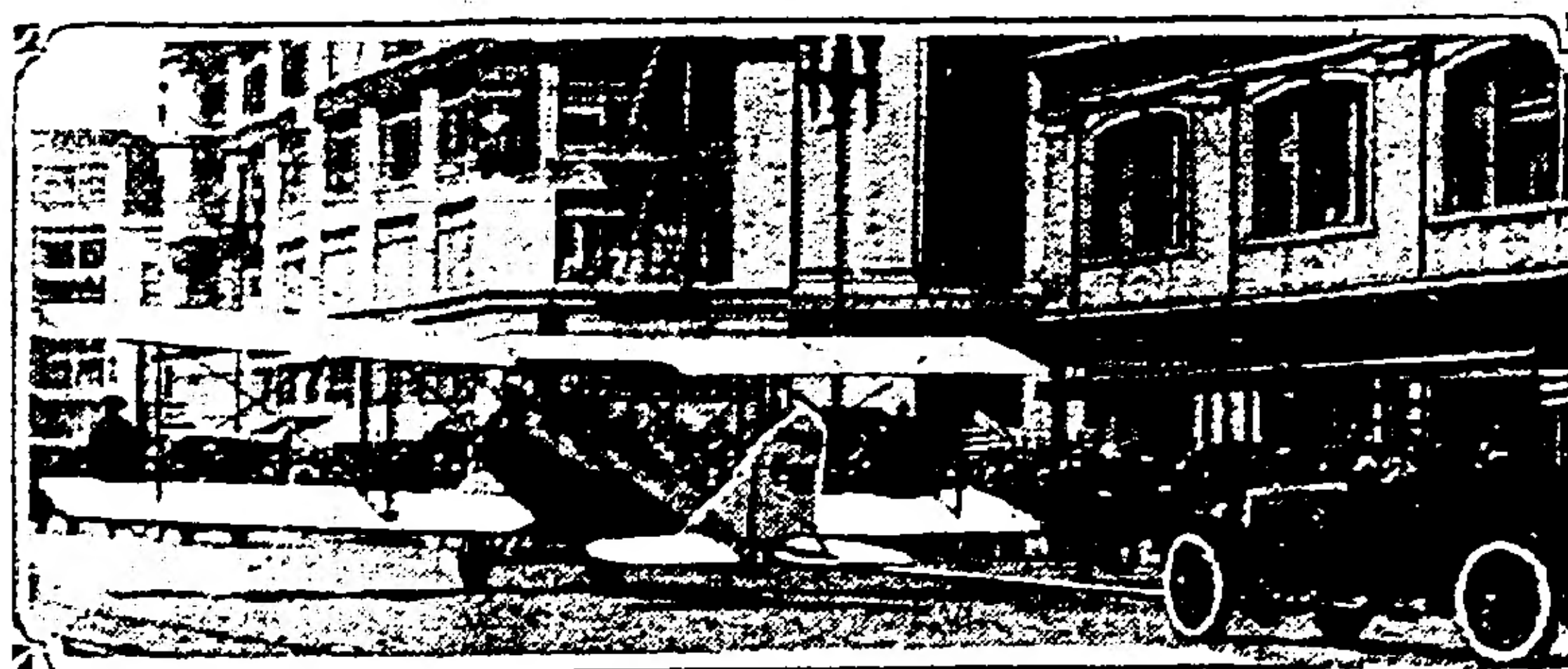
RIOTING AT BELFAST.

Soldiers on guard behind barbed wire entanglements in one of the streets in Belfast.



SINN FEIN LEADERS.

Left to right.—J. J. O'Kelly, the Lord Mayor of Dublin, Councillor Mrs. MacGarry and Count Plunkett.



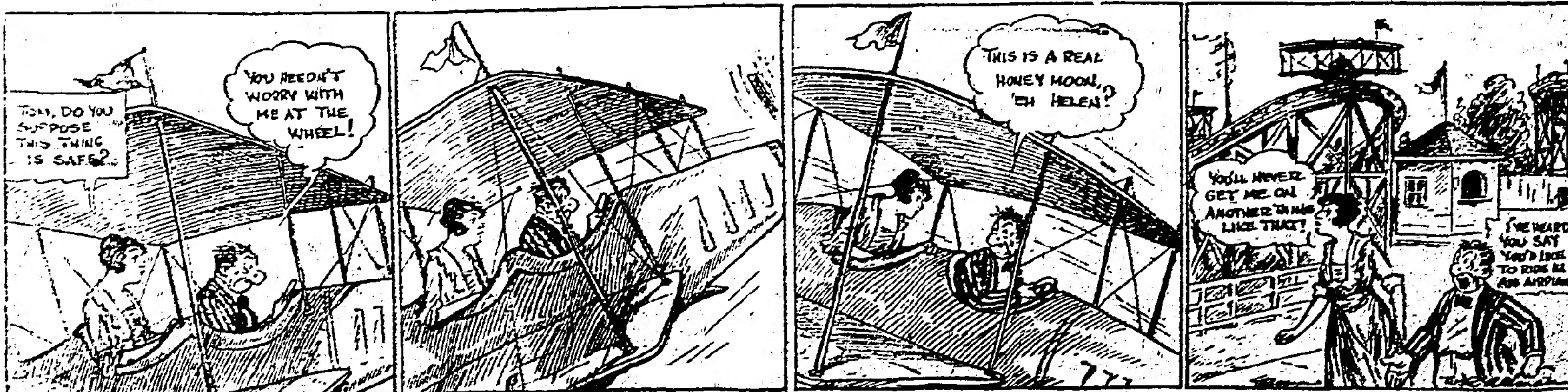
NEW USE FOR AEROPLANE.

Hardly out of its natural element to do menial service in towing a motor car along the street, a winged Curtiss Oriole Plane demonstrated a new use for aeroplanes in the parade of the National Traffic Officers Association in San Francisco.

## DOINGS OF THE DUFFS.

## Airplanes and Everything.

## BY ALLMAN.





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BRESEN LONDON ROME  
BRUSSELS LUGERNE SOUTHAMPTON  
BUENOS AIRES MANILA SHANGHAI  
CHRISTIANIA MARSEILLES STOCKHOLM  
COBLENZ MONTIVIDEO TORONTO  
COPENHAGEN MONTREAL VALPARAISO  
EDINBURGH NAPLES WINNIPEG  
GENOA NICE YOKOHAMA  
GLASGOW OSTEND

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YOUR ACCOUNT IS INVITED.

C. H. BENSON,  
MANAGER.  
Hongkong.

## LENIN'S WORLD PLOT.

(Continued from Page 10)

lately affects us. Lenin's plans are of vital importance for our own future. Is the future of England going to be as we would like it or as Lenin would like it? Lenin has definite plans. Have we?

I am fully aware that to many the question, thus sharply put, may savour of an exaggerated anxiety, a wilful pessimism that has no warrant in the present situation. I shall be told that Bolshevism is not such a great danger as it seems, that in Russia Bolshevism is bound to fall, and that the best way to hasten its fall is to bring it into as close touch as is possible with a calmer and healthier world.

AN INTERNATIONAL MOVEMENT. There are a hundred arguments, both facile and subtle, to prove that Bolshevism does not constitute a danger to England; that the British workman by reason of his habits, his temperament, his sporting instinct, and his sense of humour is impervious to the abstruse and essentially alien Bolshevist doctrine, and that his distrust of foreigners will render him hostile to a movement whose foreign origin and foreign leadership cannot fail to be obvious; that the soft and placid outlines of English landscape are unfavourable to revolutionary passion, and that compromise is the characteristic feature of the British spirit in all classes.

Let us have peace, then, runs the argument, and let us finish with the trouble, once and for all. Let Russia go her own chosen way, and let us go our own way. Once the continual menace of war is removed once the relations between Great Britain and Russia cease to be acute, most people will cease to take an interest in Bolshevism. It will no longer be a subject of violent controversy; and if it is no longer forced on public attention its opportunities for propaganda will largely disappear.

Bolshevism is essentially an international movement, and has now come definitely out into the international arena. It thrives on international complications, and by virtue of these complications, which show no sign of coming to a speedy end, it subtly infuses its temper and methods into the internal processes of each country. Its leaders have a very keen

humanitarian sentiment and fan it to white heat on behalf of remote causes of which very few know the rights and the wrongs. Partisan feeling is roused to its highest pitch on issues that to most people are obscure. Catchwords are set in motion, and soon come to be accepted by thousands as indisputable truths. The authority of government is steadily undermined. Efforts are made to put the Government openly in the wrong; to make it appear ridiculous or treacherous. It is persistently represented as a class government, a capitalist government, even though it be the product of universal suffrage. Amid all the complications that arise over such issues, the front, and people who are not Socialists and have no interest in sociological theory are subtly influenced by this propaganda. Democratic sentiment becomes gradually imbued with the doctrine of class war, which is the negation of democracy. Labour organizations are drawn into an international movement. Labour unrest is exploited for international ends. The economic struggle is complicated with political issues. Biogenious manipulation conflicts over questions of wages, hours, and industrial policy are arranged and combined to embarrass the action of the Government in foreign affairs.

INGENUOUS PROPAGANDA. But this is not all. If the class issue were clearly and sharply put, isolated from all the complexity of national and international international interests and antagonisms, if the class war were openly proclaimed as an attack on property in all its forms and dimensions, and on the present system of order and civilization, there would be unanimity on the one side and the other. The changes are that the Bolshevist propaganda would have little success in face of the powerful forces that would be ranged against it. International conflicts give just the opportunity needed to obscure the real issue. The most remarkable feature of Bolshevist propaganda is the way in which it rallies to its support a large mass of progressive opinion that would be emphatically anti-Bolshevist if the question arose of establishing the so-called dictatorship of the proletariat in England.

The moderate Labour leaders, and even a certain number of Liberals, are willing and eager at certain moments and in varying ways, to support Bolshevist tactics. In the case of the Liberals the situation appears to me to be this: Lulled into security by prosperity and by the seeming solidity of the institutions and the economic structure in which they have their being they indulge their humanitarian sentiments to the full. They believe wholeheartedly in the power of moral suasion. They believe in the fundamental goodness of mankind, and they are bitterly opposed to the exercise of coercion, more particularly by their own Government, whether it take the form of a war abroad or administrative measures at home.

In the case of the moderate Labour leaders these considerations are reinforced by the necessity of making concessions to the extremists in their movement in order that these, by inflammatory agitation, should not wrest from them the power they wield over the masses. CRAFTY TACTICS. Now suppose the Bolshevists, with their now greatly enhanced resources, wish to provoke a social revolution in England—and that is their intention their own utterances make dazzlingly clear, to the point of blinding the eyes of those who will not believe. Their tactics are obvious. They have undertaken a definite strategic action against the British Empire. They are fomenting rebellion in Ireland, in India, and in Egypt. They are undermining British influence in

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Established 1910.

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RESERVE FUND: U.S. \$10,000,000

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Mr. J. H. Williams, Chairman

Mr. J. H. Williams, Chairman

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## BANKS.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital: \$15,000,000

Reserve Funds: \$1,500,000

Sterling: \$1,500,000

Silver: \$1,500,000

Reserve Liability of Property: \$1,500,000

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Hon. Mr. J. H. Williams, Chairman

Hon. Mr. J. H. Williams, Chairman

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